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Hongkong, 26th October, 1906.

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The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 1, 1906.

LOCAL AND GENERAL.

THE French mail of the 2nd October was delivered in London on the 31st October.

WE are requested to state that to-morrow being All Souls' Day there will be a special service at St. Joseph's Church at 9 a.m.

OWING to the departure of Mr. H. H. J. Gompertz from the Magistracy, Mr. F. A. Hazeland presided in the large Court this morning and Mr. C. A. D. Melbourne had charge of the small Court.

DURING the twenty-four hours ending at nine o'clock this morning, only one arrest was made by the police in the Central district. The man was brought before the Court this morning on a charge of hawking vegetables without a licence. Fined.

THIS evening, at the Union Church Literary Club, the Rev. T. W. Pearce will deliver another of his interesting lectures of local interest, entitled "Sidelights on our Island Story." The chair will be taken at 9 p.m. by Mr. P. H. Holyoak, and a good attendance is expected.

It is announced from Home that Viscount St. Aldwyn, the umpire appointed in the recent arbitration between the Tanjong Pagor Dock Company and the Government of the Colony of the Straits Settlements, has appointed Mr. Edward Shearman, one of the Masters of the Supreme Court, as sole referee to tax the costs of the arbitration, which are payable by the Straits Settlements Government. It will be remembered that Mr. Ommamney, who represented the Crown among the Counsel in Singapore, taxed the charges of witnesses, and that these taxed charges were the subject of serious complaint by us at the time.

A GAMBLING raid at No. 61, Temple Street North, Yaumati, at eight o'clock last night, resulted in the capture of seventeen coolies, who were interested in a game of *ngan pai*. The raid was conducted by Inspector Macdonald. The prisoners were charged before Mr. C. A. D. Melbourne, at the Police Court this morning, when the two leaders were each fined \$25 and the others fifty cents each.

ANDRE Weinberg, an inmate of the Sailors' Home, West Point, was the defendant in an assault case heard before Mr. F. A. Hazeland, at the Police Court this morning. He was charged with assaulting George Kramson in the Home last night. It appeared that complainant went to defendant and begged him for a drink. Defendant fisted him on the jaw instead. Defendant explained to the Court that he was drunk at the time and did not know what he did. A fine of \$5 was imposed.

THE Viceroy-designate of the Min-Ché provinces, it is reported from Peking, is to be given some equivalent appointment in the capital instead of going to Foochow to take over his new post. This is said to be the result of his Excellency's unpopularity in the provinces and especially in Fukien, whose gentry and merchants it may be remembered sent a petition to Peking protesting against his Excellency's appointment over them on the ground that his Excellency did not "suit conditions" in the Min-Ché vicereignty.

CHAN King, a seaman, employed in the Water Police Station, was arraigned before Mr. F. A. Hazeland, at the Police Court this morning, charged with attempting to accept a bribe of \$5 from the manager of the Kwong See Shing engineering shop at Yaumati, yesterday. Defendant called on the manager of the works on Wednesday and demanded \$5, saying that if he did not get it somebody would be arrested. The manager said he would go and get the money, but when he returned with Sergeant Appleton, of Yaumati Police Station, defendant had left. He returned to the works yesterday. A policeman was waiting for him and he was arrested. His Worship sent accused to gaol for three months.

WE learn from the *Nagasaki Press* that a number of Japanese gold coins were discovered recently by the workmen employed in the reconstruction of the bridge near the office of the Yokohama Specie Bank at that port. "Up to late in the evening 165 ten-yen gold coins had been found in the side of the creek and it was expected it would reveal more. Policemen were stationed in the vicinity to prevent any being found and secretly disposed of. It is believed that the coins are a portion of the ¥10,000 "lost" at the Hongkong and Shanghai Bank's Nagasaki agency on May 15th, 1902. A great search was then instituted in the creeks and other places, but only ¥800 was recovered.

LATE on Tuesday night a report was made to the police at No. 7 Station, West Point, that a young woman named Emily Ellen Wade, a nurse, employed by a family at the Peak, was missing. A description of the woman was given, and information was telephoned to the different stations, asking them to keep a look-out for any person corresponding with the description given. The police made a search for the woman, but it proved fruitless. Yesterday morning, however, an employee of the Water Works informed Inspector Collett that he had seen the body of a European woman in the catch-water of the Pokfulam reservoir. The police went out with an ambulance, and when the body was got out of the water, it was recognised as that of the missing woman. The remains were later identified in the mortuary as that of Emily Ellen Wade. There is no doubt in the minds of the police that the woman committed suicide, and the motive for her taking her life is said to be disappointment in love.

TANJONG PAGAR DOCKS.

RECONSTRUCTION WORKS.

It is understood that plans are either ready or nearly ready for the execution of the great reconstruction work contemplated in connection with the taking over of the Tanjong Pagor Dock Company's property by the Government. The decision that the minor Harbour scheme must be proceeded with has entailed a certain abandonment, at least for some years, of the original Lagoon dock plans in their entirety. The landward side of the Lagoon scheme is to be held more or less in abeyance, but that side that will run parallel with the wharves and be worked in connection with these will be included in the general reconstruction scheme. The feature of the greatest interest is the construction of the new graving dock which is to be situated between the P. and O. wharves and what is known as Koppel Harbour, formerly New Harbour. This fine dock, when completed, which may be in four or five years time, will prove an imperial asset of high value in addition to its general utility for the larger classes of ocean-going steamships. It is to be some 875 feet long, 100 ft. wide, and 30 ft. deep on the sill. The dock will be arranged as two docks, of different lengths, in continuation with an intermediate caisson to allow of the two sections being worked separately. For the reception of the largest class of ships, the intermediate caisson would be floated out, giving abundant length room and to spare for such a liner as the giant *Mauretania* or such a battleship as the *Dreadnought*. If our information be correct, as we believe it to be, the actual cubic capacity of the new dock will be larger than any dock now in existence. The whole question of big battleships and huge ocean liners implies a coincident increase in the size of docks, and it is manifestly a matter of commonsense business foresight that dictates the construction, at Singapore, of such a dock as will accommodate the largest type of vessel that the needs of peace or war may send out to the Far East. *Singapore Free Press.*

THE ARTS AND CRAFTS EXHIBITION.

OPENED BY H.E. THE GOVERNOR.

At 4 p.m. this afternoon the long-tailed-of and much-discussed Arts and Crafts Exhibition was opened in the City Hall, with all despatch, by His Excellency the Governor, Sir Matthew Nathan, K.C.M.G. The City Hall had been so transformed for the occasion as to be quite unrecognizable. The outside of the main entrance was draped with bunting, while the whole of the front was festooned with Chinese and Japanese lanterns, while the doors were hidden by the most gorgeous crimson and gold hanging screens, surmounted by the Union Jack. Inside on either side, up to the staircase, were booths, built of fine coloured matting, and occupied by Mee Cheung's photographic exhibits, and quantities of Canton china-ware, sent in by Tack Loong of that city. At the foot of the stairs, which were carpeted with red baize, two large Chinese umbrellas-canopies lent the first Oriental touch to the interior, the banister of the stairs being festooned with silk and evergreens, while each side was flanked with fine samples of the ceremonial banner of China, surmounted with more umbrellas-canopies. The first of the exhibits to catch the eye was a very handsome sideboard, made entirely of teakwood, having a large bevelled mirror in the centre. This was sent in by A. Ling, and was well worthy of mention. Turning to the right up the staircase the walls were found covered with pictures, photos, chromos, and crayon drawings, sent in by various exhibitors. A very handsome teakwood mantel-piece, which would well match the sideboard mentioned, almost filled the space opposite the top of the stairs. Here, when our representative visited the scene this morning, all was bustle and confusion, everybody interested rushing about putting the last touches to the arrangements of the exhibits, while the judges were passing slowly down the length of the rooms, making careful scrutiny of what they had come to judge, and making their awards. We are thus enabled to make a considerable mention of the gold and silver medalists, but of course it is not a complete one, as the exigencies of time and space rendered it impossible to secure full information for this issue, so a full list will be given to-morrow. On the landing, as a sort of overflow from the Hall, were several of Robinson Piano Co.'s pianos, which bore off a silver medal. On the wall at the right-hand side, just outside St. Andrew's Hall, was an exhibit which, though interesting, scarcely came within the intent of this exhibition; it was a framed copy of the *Birmingham Commercial Gazette*, of 11th November, 1895, recording the events of the Battle of Trafalgar—it was scarcely an "art or craft of the Colony." Opposite to this was a very fine model of a yacht, built and exhibited by Mr. A. H. Ough, and to which the committee immediately gave a silver medal. Entering the hall, a Bishop's Mitre, the work of the French Convent, glittering with the gold and gems with which it is adorned, resting on its ruby velvet cushion, attracts the eye, and after examining it, the gaze naturally falls to the case below in which are suspended two very beautiful Chasubles, one in white silk *moiré* and gold embroidery, and the other of the same material with purple passion-flowers trailing over the gold. These also were the work of the French Convent, and very rightly commanded a silver medal. A very beautiful lace altar frontal by the same Convent, also called for special mention, one lady describing it as "a perfect gem of beauty." Taking the works of art in the form of faces, etc., executed and exhibited by the Convents and others, a very striking piece of work is a child's robe of marvellous construction entirely the work of the inmates of the French Convent, and as a closer inspection revealed its intricacies of cobweb lines, it was pleasing to note that it was marked as the awardee of a gold medal. This Convent also secured several other silver medals for its very varied assortment of exhibits, all "manufactured on the premises;" if not quite, "while you wait," at least in wonderfully short time. Then came the Italian Convent's exhibits, with its truly admirable work, but it made the mere male man pause when informed that some of the laces they now exhibited were made by inmates of the Convent over 100 years ago. "Yellowed by age" very fitly describes their appearance, but from their delicacy and preservation it would not have surprised one to be told that they had been completed but yesterday. Cold embroidered Stoles were quite features of their exhibits, and it was not surprising to find the Italian Convent's work was labelled with seven silver medals. Next came the wonderful lengths of Torchon lace, the production of the blind girls of the Kowloon Blind School. Silver medals were bestowed here, and deservedly, for the work was worthy of very special notice, for it was all the unaided work of blind children. The ladies of Hongkong had so very handsome samples of what can be done during the lonely hours in the boudoir, while "lumpy" is earning dollars for them down in his office, amid the maddening crowd, and some very admirable, though not very remarkable, work is the result—as far as needlework goes, the pen and ink dainties being, perhaps, worthy of mention. The China foreign Knitting Company, which has lately started a new industry in this Colony, has some very good samples of its work in the way of children's knitted woollen underclothing, etc., which showed very praiseworthy taste and finish, and as the company is also able to turn out underclothing for the children of an older growth, as a craft of this Colony, they are deserving of every support from the residents, families, and "lone members" alike. A number of Chinese firms, whose names could not be gathered to-day, sent some very fine specimens of 100-year-old tapestries—but these, while very interesting and calling for admiration of the beholder as works of art, were not samples of the "arts and crafts of the Colony."

Coming to the pictures, Mee Cheung, the photographer of 100 House Road, have a very

fine enlargement of a "Sunrise in Hongkong Harbour" from one of their own photographs, taken from just west of Douglas Wharf, which is quite a work of art. Another noteworthy exhibit of this company is a painting on ivory of His Majesty Edward VII. A watercolour painting of a Japanese girl in a field cutting vegetables, is a speaking picture, and one true to life and nature, and it was not surprising to find it ticketed "silver medal." This was the work of Mr. A. P. Goodwin, and showed that this artist, who has lately returned from Japan, kept his artistic sensibilities very much on the alert when in the "Land of the Rising Sun." Another very speaking likeness was an enlarged photograph of Sir Henry Berkeley, K.C., the work of Mee Cheung, while a flashlight of the same gentleman, taken by Mee Cheung, in his office, was a work of art, and worthy of special mention. A study in red carbon, by Mr. C. H. Gale, secured a gold medal, a silver medal also falling to his lot for a portrait in toned bromide. A small carbon drawing, by Mr. E. J. Chapman, was also docketed for a silver medal. Another carbon drawing by Mr. C. H. Gale secured a second silver medal for that artist. Dr. Jordan, who was, perhaps, the most prolific exhibitor, had a large number of very fine views of scenes in Japan, snapped off during his recent visit to that country on a holiday, and a silver medal was awarded. Quite the best photos exhibited from a realistic point of view were a pair, sent in by Mr. W. Nicholson, of the typhoon while at its height, which give a grand idea of what was happening in the harbour on Typhoon Day. Mr. Chan Wing To comes forward with a fine view of a junk leaving the harbour at the sunset hour, and for this secures a silver medal. Mr. K. Lenz's "Sunset" was somewhat marred by double toning, owing to the light turning yellow. It was a good picture, however, and a silver medal was awarded. A group of "Snapshots in North China," by an amateur, called for and received a silver medal. Dr. Jordan exhibited a "Garden," a well-executed painting of vivid tone, and his work was also silver-medalled. A pair of very pleasing photos were those of two dogs, by Dr. Jones, R. N., which were snapped just at the right moment for showing the fine animals to the best advantage. Among the various paintings, principally from life, a winner of a silver medal was the head of a child, with expression speakingly caught by Mrs. Dealy, who secured a second medal for a very pretty picture of a dog. A quantity of fruit carefully lying on a table, painted by Mrs. Bird, and a handsome head of an old lady, each secured a silver medal. A dainty painting on an ivory medallion, by Mrs. C. H. Grace, secured a silver medal for that lady, while another painting on ivory by Yat On of a girl's head, secured another silver medal. Mrs. Ram sent in a "Head of a child" in water colours, and secured a silver medal. A trail of roses secured a medal for Miss Chatham, and the work deserved the honour. Mrs. Watkins was another double silver medal-winner for her fine views of the harbour. A gold medal was awarded to Mr. L. D. Philpot for his very true representation of sunset, Miss Chatham securing another silver medal for her depiction of a group of bovines on a moor. For two very well-executed "Heads of Ladies" Mrs. Ram secured a further two silver medals. In the Architectural Department Messrs. Dennison, Ram and Gibbs, obtained a silver medal for the sketch of the front elevation of the new Post Office, another medal being awarded to Messrs. Leigh and Orange for their view of Prince's Buildings. Among interesting exhibits in the art department was a Chinese Encyclopedia, which was valued at \$212,000, there being only five of the kind in the Chinese Empire. Lastly Messrs. Weissmann had an exhibit of a wedding-cake built in no less than nine tiers, and daintily ornamented in true bridal style. This, of course, secured a silver medal. Another exhibit was some swans floating in a lake, the lake being a mirror, and the swans sugar. Some "special" medals were awarded to Messrs. Kuhn and Komor for their exhibit of furniture and silver, these being awarded as they were not, in the opinion of the committee, quite called for, for competition. Messrs. H. Keeney and Co. exhibited three teak chairs built to the design of Mr. A. G. Little, and forming part of the new furniture for the Marine Court. These have been fully described in these columns before, and call for no further comment. As we have said above, time and space forbid us to give as full a report as we could wish, and so we will supplement it to-morrow. At the hour named His Excellency the Governor, accompanied by Captain Colman, A.D.C., arrived at the entrance to the City Hall, and was there met by Sir Henry Berkeley, President, and the Committee of the Exhibition, when Sir Henry handed His Excellency a gold key, and asked him to open the door and the exhibition at the same time. His Excellency, taking the key, unlocked the door, and then, after a short address declared the Exhibition open, and then proceeded to pass up the stairs and through the Halls. The Band of the Royal West Kent was in attendance, and played a choice selection of airs during the afternoon.

PRISONERS RELEASED.

EDITOR OF "ASIA" H.H.L.D.

[From a Correspondent.]

Canton, 31st October.

As a final act of clemency, on account of his approaching departure, H.E. Viceroy Shum has released all the prisoners lately held in Canton gaol on petty misdemeanours. But in the case of the Editor of *Asia*, a vernacular journal published in Canton, H.E. has ordered that he be held in duress, because he sent his brother to Peking to appeal to the Throne against the decision and report H.E. Viceroy Shum for his great injustice in placing the editor in prison.

THE TYPHOON.

OBSERVATORY EXONERATED.

After the meeting of the Legislative Council to-day, and before the members had left, His Excellency the Governor addressed the Council on the subject of the Observatory. He said that probably the Council would wish to hear the report of the Committee appointed to inquire into the question whether earlier warning should have been given of the typhoon of the 18th September. At 7.44 a.m. there was no indication of a typhoon approaching Hongkong, and the hoisting of the black drum on the morning of the 18th was quite as soon as, in the circumstances, was possible. "I propose," said His Excellency, "to publish the report in anticipation of laying it on the table of this Council." I propose also to send the report with all the evidence and exhibits to the Secretary of State for the Colonies, to whom I shall also send the reports published by the Observatories of Singapore and Manila, and I shall also ask the Secretary of State to obtain for this Government information regarding the Royal Observatory at Greenwich. I propose to await receipt of these observations before making any further inquiry locally."

SUICIDE IN AN HOTEL.

EUROPEAN TAKES POISON.

A European gentleman named Charles Waddington committed suicide in a leading hotel in the Colony yesterday afternoon by taking an overdose of opium. The deceased, who is not known in the Colony, arrived here on the 29th ultimo from Shanghai, by the steamer *Asa Mura*. He came ashore and put up at the hotel in question. Being a stranger no particular notice was taken of him. On the evening of the 30th ultimo, he was seen to leave the dining room, but there was nothing unusual about his actions. He went to his room, rang the bell for his room "boy" and gave an order that he wanted a jug of boiling water. The water was given him. Next morning (yesterday) deceased did not put in an appearance at breakfast, nor was he at his table during tiffin. The room "boy" we are given to understand, thought deceased was asleep and did not want to rouse him. At three o'clock that afternoon deceased was heard to be breathing heavily in bed. The hotel people were called, and on looking at the man, who was sinking fast, a message was immediately dispatched for medical aid. Drs. Stedman and Forsyth answered the call hurriedly, but the man had expired a few minutes before they arrived. The police were then communicated with and Detective-sergeant Watt was sent to investigate matters. Deceased was searched, but for a few cards—from which the police obtained his name—and a large sum of money found on him, not a scrap of paper could be discovered to give a clue as to who deceased was. The jug of water which he called for on the previous night was on a table in the room, but half empty, and on a chair near his bed was found a preparation of prepared opium and water, which, it was said, deceased had drunk. The deceased was about thirty-five years of age, a refined looking man, and from his personal effects appeared to have been well-to-do. The motive for his rash act is a mystery. A loaded revolver was also found under his pillow.

The remains were removed to the mortuary, where it was photographed for identification. An inquiry will be held in due course.

THE TYPHOON FUND.

PEKING GOVERNMENT AID.

[From a Correspondent.]

Canton, 31st October.

H.E. Viceroy Shum has received a telegram from the Board of Commerce at Peking, asking for a full detailed report of the disastrous typhoon which took place on the 18th September last. In accordance with this request H.E. Viceroy Shum has sent a full report to the Board of Commerce. It is stated that this information was asked for as it is the intention of the Imperial Government at Peking to subscribe to the Typhoon Relief Fund.

CHINESE EDUCATION COMMISSION.

By the steamer *Lit Sang* yesterday, says the *Free Press* of 24th inst., there arrived in Singapore a Chinese Education Commission consisting of Mandarin Wang Fang Chung and Yun Yow Leong, head of the Chinese College at Canton. The Commissioners are to visit all the Chinese Schools in the Straits Settlements and Dutch Indies, and instruct the teachers in the system of teaching in vogue at the Canton college. This step has been taken so that Chinese boys educated in these schools may, if they desire, proceed to Nankin and Peking to continue their studies in the colleges there. The students passing out of the colleges will then be eligible to hold Mandarin offices.

In view of this visit it is interesting to note that Chinese Schools where education is imparted on the Imperial System have been opened in the Straits and Dutch East Indies this year.

SHIPPING AND MAILS.

MAILS DUE.

Australian (Eastern) 2nd inst.
English (Malta) 2nd inst.; 6 a.m.
German (Bilbao) 7th inst.
Canadian (Athenian) 15th inst.

The T. K. K. s.s. *Nippon Maru* will sail from Yokohama on 1st inst., and will be due at this port on 12th inst.
The C. P. R. Co.'s s.s. *Empress of Japan* left Vancouver a.m., on 30th ult., for Hongkong via the usual Ports of Call.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Kobe at 6.30 p.m., on 30th ult., and left again at midnight same day, for Yokohama, where she is due to arrive at 10 p.m. on 31st ult.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI DOCKS.

WHARF AND GODOWN CO. SCHEME.

LIKELY TO BE ADOPTED.

[From Our Own Correspondent.]

Shanghai, 1st November, 1.15 p.m.

At the meeting of the Shanghai Dock and Engineering Co., Ltd., to be held this afternoon, it is understood that the proposition to dispose of part of the Company's property for the purposes of a Wharf and Godown Co. will be carried by shareholders holding proxies for absent shareholders who approve of the sale.

Failing the requisite majority as represented by proxies, it is believed that the resolution will be carried by a show of hands.

Mr. F. E. Taylor will move the resolution embodying the proposal for the sale of the part property in a slightly amended form from that appearing in the circular issued to shareholders on the 22nd ultimo.

The proposition referred to in the foregoing telegram is as follows:—

1.—That a Company entirely distinct from the Shanghai Dock and Engineering Co. be formed, to acquire the Old Dock Property and the land between the Cosmopolitan and International Docks as shown on plan attached, from the Shanghai Dock and Engineering Co., for the sum of Tls. 1,380,000.

2.—That payment for such land be made by offering to shareholders in the Shanghai Dock and Engineering Co.—

A. Scrip in the new Company in proportion to their holding of shares in the Shanghai Dock and Engineering Co., Ltd. (one share of Tls. 25—fully paid up—in the new Company for each share in the Shanghai Dock and Engineering Co.); or

B. Cash in similar proportion.

In the event of the shareholders agreeing to the above proposal, the circularists recommend that a provisional Directorate be formed consisting of the following gentlemen who have been approached and have agreed to serve—A. M. Marshall, C. R. Burkill, S. A. Hardoon, L. Bridou, H. de Gray, W. H. Barham, for the flotation of the Company.

The following letter has been addressed to the Editor of the "NORTH-CHINA DAILY NEWS."

SIR,—There is not the slightest doubt that there is a good deal of common sense in some of the remarks of your correspondent who signs himself "Warning," but he is suffering, as everyone seems to suffer when dealing with this Company, viz., from "over-partisanship." Because this Company has made a series of errors and been the victim of speculators he is under the impression that every scheme put forward must be to rob the shareholders further. I hold a minimum of shares in the Company, so small indeed that the fluctuations of the market hardly affect me in the slightest. I speak merely as a witness having in mind the welfare of Shanghai. Shipping in this port is constantly on the increase and I am told that agents of vessels have had great difficulty in obtaining wharves for the last two or three years. We will grant that this has been an exceptional time, but judging from Customs returns the bulk of cargo coming here is continually on the increase, and, with peace in the North and the opening of railways, if any one looks a little ahead, he will surely doubt whether the public wharves will then have room enough for the vessels arriving. It is also a rather extraordinary fact in the present day that there is not a public wharf in existence where the total income goes to shareholders. They are all governed by private firms as agents, who quite naturally do not look after a big business concern for nothing.

I believe that the provisional directorate hardly hold any Dock shares between them and they at any rate cannot be influenced by the success or failure of the Dock Co. and therefore must be believers in their undertaking. Another important consideration must be that whilst one company practically has a monopoly of the public wharves they are able to charge what they choose and are in a position to make things so expensive that their charges may result in an impediment to the progress of Shanghai. Friendly and open competition generally results in good.

It is not my object to follow "Warning" into the details of shares, but in one matter he is surely wrong. I am convinced that a Wharf Co. could begin to earn money in under four years, and even if they could not what interest are Dock shareholders going to get by letting this property remain idle in the hands of their directors? What interest have they had "on this property for the last four years?"

Let me put aside the question of shares and hesitate before they reject this scheme as a speculation. It appears to be more like a business proposal to be discussed on its merits, and the only one of the Dock schemes in which speculation has not played the leading part.—I am, etc.,

FAIRPLAY.

October 26.
*Future letters on this subject can only be inserted if they are signed with the writer's name for publication.—Ed.

TELEGRAMS.

[Reuter's.]

Electric Train Accident.

LONDON, 30th October.
An electric train of three cars, while crossing the bridge over the waterway, separating Atlantic City from the mainland, was derailed and fell into thirty feet of water. Forty-four bodies have been recovered, and it is believed that at least twenty-five more are still submerged.

Naval Appointments.

The Admiralty confirms the appointments reported yesterday.

The Opium Question.

Asked what steps had been taken to carry out the unanimous resolution of the House of Commons regarding the abolition of the opium traffic between India and China, Mr. Morley replied: "He understood that China had in contemplation the issue of regulations restricting the cultivation, import, and the consumption of opium. No communications had been received from China, but as soon as proposals were submitted he was prepared to consider them in a sympathetic spirit, and the Minister at Peking had been instructed to communicate with China to that effect."

The Education Bill.

The House of Lords has started a detailed discussion on the Education Bill. Intense interest is taken in the discussion, and the attendance was the largest since the Home Rule Bill. The galleries were thronged with Peers and Commissioners. Lord Heneage's amendment, making religious instruction compulsory during school hours, was carried by 256 to 56, against the opposition of the Government.

CORRESPONDENCE.

(We do not necessarily endorse the opinion expressed by Correspondents in this column.)

HOTELS IN SAN FRANCISCO.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH":
Sir,—It having come to our notice that a general belief exists that owing to the fire in San Francisco that all of the hotels or many of them have been put out of business, as a matter of news and information I take pleasure in showing below a list of the hotels now open for business together with their location and the plan by which they receive guests:—

St. Francis, Union Square European Plan.
Majestic Suite and Single Rooms.
Savoy Van Ness Ave. and Ellis St.
Haltmore 1015 Van Ness Ave.
Imperial 911 Eddy St.
Dorchester, Sutter and Gough Sts. American.
Jefferson Turk and Gough Sts.
Athenion 1451 Octavia St.
Dolores 14th and Market Sts.
Avalon 908 Ellis St.
Hilbert 1455 Sutter St.
Martinet Geary and Van Ness Ave.
These hotels have anywhere from 100 to 150 rooms and are all in good condition to handle people at the present time.—Your truly,
S. SILVERSTON,
Agent, Pacific Mail S. S. Co., etc.
Hongkong, November 1st, 1906.

A Subscriber: The Hongkong Telegraph does not publish letters which are unauthenticated by the writers' signatures.

CANTON PUBLIC WORKS.

A BADLY-FINISHED MARKET.

[From a Correspondent.]

Canton, 30th October.
The Cheung San Chi market has just been completed, but it has been, as it is said, very badly finished, and it is not big enough or wide enough; for this market is crowded with customers and others having business there the whole day long, and there is not room to move.

THE WATERWORKS.

It has been generally understood that the new water-works were to have been finished by the end of this year, but now it is found that it will be quite impossible to complete them by the time anticipated, as there has been considerable delay caused by having to wait for the arrival of pipes. It is, therefore, not expected that the works will be completed until well on into next year.

NEW EUROPEAN GOODS STORE.

A new store has just been completed, built in European style, and situated near the newly completed Cheung San Chi market. In the store, it is understood, all sorts of European goods, such as are required and used by the Chinese, will be sold, as well as Chinese goods of all classes.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 1st at 12.5 p.m. The barometer has fallen rapidly over E. Japan owing to the depression which, after crossing the Sea of Japan yesterday, is now moving into the Pacific. Pressure has decreased slightly over the E. Coast of China, Formosa and the Philippines.

Another area of low pressure appears to be lying over the Yangtze Valley, and there are indications of the existence of a depression in the Pacific to the S.E. or E. of Luzon.

Fresh to strong monsoon is indicated in the Formosa Channel and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, moderate; fair.
2.—Formosa Channel, N.E. winds, fresh.
3.—South coast of China between Hongkong and Lamook, N.E. winds, moderate.
4.—South coast of China between Hongkong and Hainan, same as No. 3.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. Present:—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., His Excellency Colonel Darling, R.E. (Commanding the Troops), Hon. Mr. T. Sercombe Smith (Colonial Secretary), Hon. Mr. H. H. J. Gompertz (Attorney General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Captain F. J. Bodeley (Captain Superintendent of Police), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. A. W. Brewin (Registrar General), Hon. Mr. H. E. Pollock, K.C., Hon. Mr. E. A. Hewett, Hon. Dr. Ho Kai, M.A., C.M.G., Hon. Mr. Wei Yuk, Hon. Mr. W. J. Gresson, and Mr. A. G. M. Fletcher (Clerk of Councils).

PRESENT.

Hon. Mr. Edward Osborne.

NEW MEMBER.

Hon. Mr. H. H. J. Gompertz took the oath and his seat at the Council on his appointment as Attorney General, *vice* Sir Henry S. Berkeley, resigned.

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 84 to 89.
His Excellency the Governor stated that most of the money required was necessary on account of the typhoon. The \$15,000 for preliminary work on the railway would be repaid through revenue derived from the railway loan. The other votes were for small amounts which need not be detailed.

WORKMEN'S CARS.

The Colonial Secretary moved that the following resolution be adopted *sine die*: "Resolved that the Resolutions regarding the running of Workmen's Cars by the Hongkong Tramway Electric Company, Limited, passed by the Legislative Council on the 21st day of June, 1906, be rescinded as from to-day." Agreed.

HARBOUR OF REFUGE FOR SMALL CRAFT.

The Director of Public Works laid on the table a report of proceedings of the Public Works Committee at a meeting held on the 25th October, 1906. The report is as follows:—
The chairman laid before the Committee a chart of the Harbour, on which were shown possible sites for harbours of refuge.

The following is a statement of these:—
(i). Mongkoktsui.—A detached breakwater extending from near Taikoktsui to opposite the south end of Yau-mai and enclosing an area of 166 acres.

(ii). Cheungshawan.—A detached breakwater extending from near Laichikok to near Sham-shuip and enclosing an area of 166 acres.

(iii). Stonecutters.—A detached curved breakwater off the east end of Stonecutters' Island extending from near the North-eastern point to near the South-eastern point and enclosing an area of 107 acres.

(iv). Kellett's Bank.—A breakwater extending northwards from Green Island, curving round and then extending southwards to about opposite its point of commencement and enclosing an area of 156 acres.

(v). Kennedy Town.—A curved breakwater projecting from Belcher's Point and enclosing alternatively an area of 32 or 75 acres according to the length to which it is extended.

After full discussion, it was unanimously agreed to recommend the construction of a harbour of refuge at Mongkoktsui, Mr. Hewett favouring the construction of such a harbour either at Mongkoktsui or Cheungshawan and expressing the opinion that probably the latter site possesses greater advantages than the former.

Mr. Gresson stated that there was a strong feeling among the boating population in favour of another harbour of refuge in the Western District, of Kennedy Town, even at the expense of curtailing the scheme proposed for the north side of the harbour. The Committee, however, considered that, unless the Government can see their way to undertake both schemes, precedence should be given to the one at Mongkoktsui.

The Committee then adjourned.

The Hon. Mr. H. E. Pollock pursuant to notice asked:—(a). When does the Government intend to commence work on the construction of a new Harbour of Refuge?

(b). Will the Government state the respective situations, area, and estimated cost of construction of the various new Harbours of Refuge which have been suggested at different times?

(a). Will the Government state what is the area of the present Harbour of Refuge at Causeway Bay?

(b). Has the Government obtained any, and if so, what estimates with reference to the dredging and deepening of the shallow portions of such Harbour of Refuge?

The Director of Public Works answered as follows:—

1.—As soon as the necessary plans and estimate can be prepared.

2.—The situations are more particularly described in the Report of Proceedings of the Public Works Committee, which has been laid on the table. No reliable estimates of the cost of the various schemes can be given without extensive preliminary work, but the following are roughly approximate figures for purposes of comparison:—

I. Mongkoktsui—166 acres—\$600,000.
II. Cheungshawan—166 acres—\$600,000.
III. Stonecutters—107 acres—\$765,000.
IV. Kellett's Bank—136 acres—\$1,170,000.
V. Kennedy Town—Small Scheme, 32 acres—\$360,000. Large Scheme, 75 acres—\$500,000.
2a. Area 57 acres.

6. Basing on a tender which was at one time received for the dredging of a shoal in the harbour, it has been estimated that the cost of dredging Causeway Bay harbour to a depth of one and a half fathoms (nine feet) at low water would amount to about £100,000 (say \$500,000 at the present time).

WIDOWS' AND ORPHANS' FUND.

The Colonial Treasurer moved the second reading of the Bill entitled an Ordinance to amend the Widows' and Orphans' Pensions Fund Ordinance, 1902.

The Colonial Secretary seconded.
Then Council went into Committee and considered the Bill clause by clause. On resuming the Colonial Treasurer said that the Bill had passed through committee without amendment.

The Bill was then read a third time—Passed and became law.

The Council then adjourned *sine die*.

FINANCE COMMITTEE.

At a meeting of the Finance Committee the Colonial Secretary presided.
It was unanimously agreed that the following votes be recommended for adoption by the Council:—

TYPHOON DAMAGES.

A sum of one thousand two hundred dollars in aid of the vote, Botanical and Forestry Department—Other charges, repairs of typhoon damages.

A sum of one hundred and eighty dollars in aid of the vote, Judicial and Legal Departments, Land Office, New Territories—Other charges, typhoon expenses.

MEDICAL CHARGES.

A sum of four hundred and eighty dollars in aid of the vote, Medical Departments—Other charges, for the following items:—
A.—Hospitals and Asylums.
B.—Civil Hospital.

Light and fuel \$300
Victoria Hospital for Women and Children.
Washing 180

Total.....\$480

THE CANTON RAILWAY.

A sum of fifteen thousand dollars in aid of the vote, Public Works. Extraordinary Communications:—15.—Railway to Canton.—Survey and preliminary work.

MISCELLANEOUS.

A sum of one thousand dollars in aid of the vote, Miscellaneous Services—Refunds of revenue.

TYPHOON SERVICES.

A sum of one hundred and seventy-five dollars in aid of the vote, Judicial and Legal Departments, D.—Land Registry Office, for New Territories—Other charges, rewards for services in the typhoon.

DANGER TO NAVIGATION.

DERELICT FISHING JUNK.

Messrs. Gilman & Co., Lloyd's agents, kindly inform us that they have received the following information which may be of interest to our readers:—

The Captain S.S. *Kumakuru Maru* reports that on Oct. 30th, at 11.43 a.m., in Lat. 15° 11' N.; Long. 113° 3' E., he passed close to a derelict Chinese fishing junk painted black foremast, standing main mast cut away, gear hanging over the side, seemingly quite watertight, but deck erections washed away. Near usual track of vessels, and a danger to navigation.

THE SALUBRITY OF HONGKONG.

ITS VALUE AS A MILITARY STATION.

The following editorial appears in the *Singapore Free Press*:—In the old sailing days regimental reliefs abroad were few and far between, and a battalion would often lie in one station for a long period of years before it was moved to cantonments elsewhere either by route march as in India, or by sea transport. Now-a-days every cold season there is something like a "general post," while the movement of time-expired men homewards and fresh drafts outwards goes on steadily. And the British battalion in the East is now never more than ten years in one station. This frequent change is a full moral and physical stimulant to the men, and what with modern barracks, well ventilated, and under the best of hygienic supervision, the health of the Army in India and colonial stationing is good, with occasional exceptions arising from individual carelessness, and resort to native bazaars, where food and drink may be so easily infected. A reference appearing in a mail paper brings this great change for the better well out: the station alluded to being Hongkong. That station, at the time of the taking over of Hongkong as a British possession in 1841, and for many years afterward, had an evil reputation for malarial fevers, such as often occur where ground in the tropics is broken up for the first time. It was commonly supposed that the decomposition of the granite laid bare in the preparation of foundations for the erection of barracks and other buildings in Hongkong was to blame for the heavy mortality among the British troops stationed there. Like Sierra Leone and the Gold Coast, not so many years ago Hongkong was deemed a veritable white man's grave. The object of the letter is to show that the prevalence of malaria in China is one reason why opium is so largely used as prophylactic (as opium eating in India for the same purpose). Mr. D. N. Reid writes as follows:—

China is a malarial-stricken country, as will be seen by reading the following extract from Major-General Sir Alexander B. Tulloch's interesting book, "Recollections of Forty Years' Service": "We arrived at Hongkong at the beginning of November (1858), and joined the 2nd Battalion, then quartered on board an old three-decker, the *Princess Charlotte*, until the shore barracks were vacated by the 59th, which had been nine years at Hongkong, and in that time had buried the regiment three times over. The mortality in those days was appalling, as we were soon to find out. The Royal landed in November, 1858, and by the same time next year they had lost from fever and dysentery, out of 800 men, no less than 235. There also died in the same time half the women and all the children."

Happily, things are quite otherwise now-a-days with Hongkong as a military station, which in those days could only be reached by sailing troopship round the Cape of Good Hope. The depression caused by a feeling of remoteness from home must have had no small share in helping up the malaria mortality of half a century ago.

CANTON DAY BY DAY.

YUEH-HAN RAILWAY AFFAIRS.

[From Our Own Correspondent.]

Canton, 31st October.

H.E. Wu Ting Fang, ex-Chinese Minister for China at Washington and President of the Board of Publication, has arrived here on a home visit. Many shareholders of the Yueh-han Railway Company propose to take this opportunity of electing him as president of the Company, the post being vacant, upon the resignation of the present president, Mr. Chang To Chai.

CHINESE MATERIALS FOR CHINESE.
To prevent commercial interest from flowing out to foreign countries, the Yueh-han Railway Company has forwarded a letter to H.E. Sheng Kung Pao, superintendent of the Hupeh Iron Works, requesting him to forward to the Company a catalogue of the materials manufactured by the works. It is the Company's intention to procure most of its railway materials from this establishment, if they are in stock.

VICEROY SHUM IDLE.
Pending the arrival of the Viceroy-designate, Viceroy Shum has ceased to accept and consider official letters and petitions at his yamen from yesterday. So all such petitions, letters, etc., will be received and will be handed over to Viceroy Chow Fu, when the seal of office has been handed over to him.

A SHAREHOLDER'S QUERY.
Chan Shiu Wing, a shareholder of the Yueh-han Railway Company, has forwarded a long letter to the Board of Directors asking why the services of Mr. J. Lind are still retained as the superintendent of the railroad, and why is not a Chinese appointed in his stead? He states that he is aware that Chinese are quite capable of assuming such a position.

THE COMMERCIAL TREATIES.

In view of the breaking off on Thursday of the negotiations for the new commercial treaty between Italy and China it is useful to recall the exact wording of Article XI of the Peace Protocol of 1901. The English translation reads: "The Chinese Government has engaged to negotiate amendments judged useful by the Foreign Governments to the treaties of commerce and navigation, and other subjects touching commercial relations, with the view of facilitating these." Five years have elapsed and China's record in regard to the fulfilment of this solemn engagement, which was one of the conditions upon which "the Powers have acceded to the desire of China to see the situation created by the disorders of the summer of 1900 come to end," gives a very partial indication of honest effort to carry out her part of the compact then made. The office for Treaty Revision was opened at Shanghai and after a year of negotiation the first of the new treaties—that with Great Britain—was duly signed on September 5, 1902. A year later the treaties with Japan and the United States were signed simultaneously on October 8, and in 1904 the treaty with Portugal was completed. Since then, however, the new outbreak of anti-foreignism has prevented any further conclusion. Last year the German Commissioner found it impossible to frame any acceptable terms and the negotiations were left uncompleted when Dr. Knappe left for home; now the hostile spirit encountered places the Italian Commissioner in a position of direct protest.

Of the treaties already signed it need hardly be said that the outcome so far has been almost unappreciable. Many of the most important clauses depend for their translation into practical effect on the adhesion of all the Treaty Powers. For the rest there has been no fulfilment yet of the engagements with Great Britain, the United States and Japan to initiate and conclude the revision of the existing mining regulations, to provide a uniform national coinage, or to provide effective protection for trade-marks. The substitution for internal link of an enhanced import tariff is a reform which cannot be but of immense advantage to China herself, seeing that the complications of collecting the dues will be materially reduced. That it will benefit also the nations whose manufactures and goods are seeking markets in China is apparent from the fact of their readiness to agree to the enhanced import duties as compensation. Others of the Powers, however, have comparatively little to gain from the proposed change, while the increased tariff, of course, bears against their interests. Not without reason therefore they are seeking some little set-off as the price of their agreement, and we believe it was on this point that the breach occurred in the Italian negotiations. It was erroneously reported in the native Press yesterday that the difficulty arose through a demand by Major Nerazzini for the opening of the towns Shao-shing and Wusich. A request to that effect was made earlier in the negotiation but was not pressed. What was eventually asked could have been granted without any derogation to China's dignity or forfeiture of her interests, and its denial was not so much a refusal to yield one particular point, as a determination to concede nothing whatever.

The question now becomes whether any other of the Powers will consider it worth while to open negotiations at all for treaty revision, without some fresh understanding, and whether other steps will not be required to enforce a fulfilment of this engagement of the Protocol. It is not a matter of a rebuff to Germany or Italy, but a matter of the attitude generally of China towards foreigners, and of her good faith in redeeming pledges, which extricated her from a position of complete helplessness. From the Chinese point of view also it is a matter of postponing indefinitely the freedom she seeks from a series of galling disabilities under which she labours. Each of the new treaties so far concluded contains clauses holding out promises leading up to the abolition of extraterritoriality, to the prohibition of the importation of morphia, and to the assembling of a joint commission to investigate the missionary problem and to devise means to secure permanent peace between converts and non-converts. With every fresh adhesion to these principles China has gained a point, but she is ready, it would seem, to sacrifice all these for the pleasure of flouting the foreigners and of repudiating her pledged word.—*M. G. D. Newry.*

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Need.
Buyers:—National Banks \$47, Hongkong Fines \$334, H.K. C. and M. Steamboats \$27, Shell Transport \$30, Humphreys Estates \$11, Electric \$15, Tramways \$215, A. S. Watsons \$121.

Sellers:—Hongkong Banks \$820, Unions \$775, Cantons \$300, Indo-China \$73, China and Manila \$23, Douglas \$40, China Sugars \$145, Rauba \$10, Hongkong Docks \$152, Kowloon Wharves \$90, Hongkong Lands \$108, West Points \$50, Cottons \$13, China Borneo \$10, China Providents \$9.25, Cements \$19, Ices \$256, Ropes \$23, China Light and Power \$10, A. S. Watsons \$121, Powells \$8.

Sales:—Hongkong Banks \$820, H.K. C. & M. Steamboats \$27.
Nominal:—China Fines \$95, Shanghai Docks Tls. 101, Hongkong Wharves Tls. 130, Hongkong Hotels \$124, Dairy Farms \$17.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3 5/16
Do. demand 2/3 5/16
Do. 3 months' sight 2/3 5/16
France—Bank T.T. 2/3 5/16
America—Bank T.T. 2/3 5/16
Germany—Bank T.T. 2/3 5/16
India T.T. 2/3 5/16
Do. demand 1701
Shanghai—Bank T.T. 72 1/2
Singapore T.T. 24 1/2 prem.
Japan—Bank T.T. 111 1/2
Java—Bank T.T. 137 1/2

Buying.

4 months' sight L.C. 2/4 1/16
6 months' sight L.C. 2/4 1/16
30 days' sight San Francisco & New York 56 1/2
4 months' sight do. 57 1/2
30 days' sight Sydney and Melbourne 2/4 5/16
4 months' sight France 2 92
6 months' sight do. 2 91 1/2
4 months' sight Germany 2 91 1/2
Bar Silver 32 7/16
Bank of England rate 6 %
Sovereigns 8.69

OPIUM QUOTATIONS.

Today's quotations are as follows:—
Malwa New Per picul
" Old 850/880
" Older 900/950
Putna New Per chest
" Old 910
Peares New 940
" Old 854
Persian (Paper) 840

To-day's Advertisements.

PEAK HOTEL.

MONDAY, November 5th, at 9.15 P.M.

ONE GRAND CONCERT.

Herr JOHANN MARQUARDT,
VIOLINIST.

Mme. ALEXANDRA MARQUARDT,
HARPIST.

Mrs. R. H. NEWBORN,
SOPRANO.

Mr. GEO. GRIMBLE,
PIANIST.

Admission: Two Dollars.
Hongkong, 1st November, 1906. [1059]

AL FRESCO FETE.

IN AID OF THE FUNDS OF THE
SOCIETY OF ST. VINCENT DE PAUL
TO BE HELD IN THE
Compound of the Roman Catholic Cathedral,
ON

SUNDAY,
11th November, 1906, from 9 P.M. to 11 P.M.
ADMISSION TICKET \$1

Which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fête only.

THE public is respectfully invited to inspect the various Stalls from 2 to 7 P.M. on the 11th instant during which time Machado's String Band will be in attendance.

Tea and Cakes will be served during the afternoon.

By kind permission of Lieut.-Col. A. C. FITTON and Officers of the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play from 9 to 11 P.M.

Tickets can be obtained from to-day at Messrs. Graça & Co., Hongkong Hotel Stall, and at the Roman Catholic Cathedral Compound on Sunday, the 11th instant, from 9 A.M. to 7 P.M., and at the Gate on the night of the Fête.

Hongkong, 1st November, 1906. [1060]

FROM NEW YORK.

THE H. A. L. Steamship
"VANDALIA,"

Captain Franck, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 1st November, 1906. [1061]

Intimations.

THE ROBINSON PIANO CO., LD.,

CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

BY

THE LEADING MAKERS

OF

THE WORLD.

Steinway,

Bechstein,

Bluthner,

Winkelmann,

Collard & Collard,

Hopkinson,

Haake,

Krauss, & Co.

CASH OR CREDIT,

OR ON

HIRE FROM \$10 PER MONTH

INCLUSIVE.

Hongkong, 22nd August, 1906. [198]

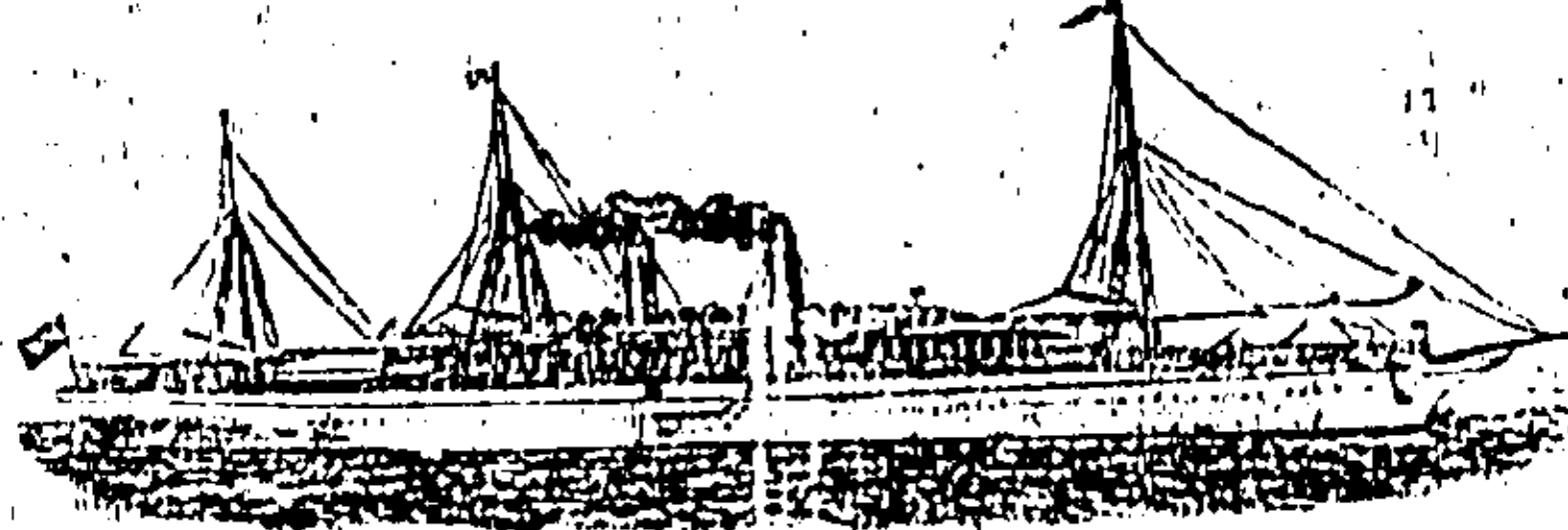
TO INVESTORS.

There is no better in-

vestment than obtaining

our

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA".....	6,000	THURSDAY, November 22.....	December 10
"ATHENIAN".....	3,882	WEDNESDAY, November 28.....	December 11
"EMPRESS OF JAPAN".....	6,000	THURSDAY, December 20.....	January 7
"MONTEAGLE".....	6,163	WEDNESDAY, December 26.....	January 19
"TARTAR".....	4,425		
"EMPRESS OF CHINA".....	6,000		

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class..... 24 St. Lawrence 60s. Via New York 60s.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... 40s.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points round the world.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Hongkong, 25th October, 1906. Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW.....	"KONGSANG".....	FRIDAY, 2nd November, 4 P.M.
MANILA.....	"LOONGSANG".....	SATURDAY, 3rd November, 3 P.M.
SANDAKAN.....	"MAUSANG".....	SATURDAY, 3rd November, 4 P.M.
TIENTSI.....	"CHEONGSHING".....	SATURDAY, 3rd November, 5 P.M.
S'GAPORE, PENANG & CALCUTTA.....	"KUMSANG".....	SATURDAY, 3rd November, 5 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 1st November, 1906.

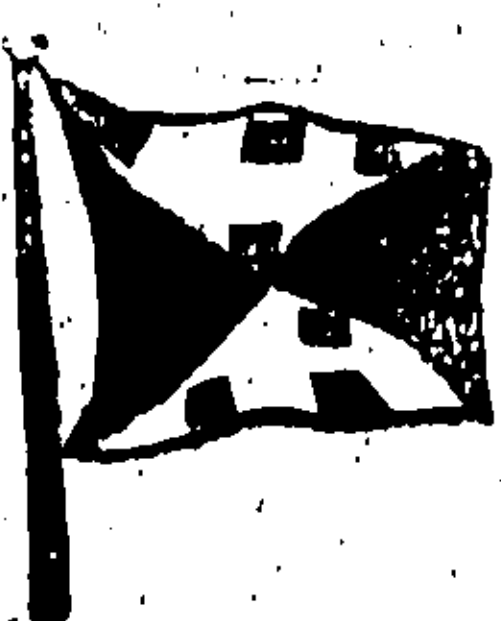
CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
TSINGTAU, CHEFOO and NEWCHWANG.....	"HANYANG".....	2nd November.
SHANGHAI.....	"SHAOHSING".....	3rd "
NINGPO and CHINKIANG.....	"NINGPO".....	3rd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	"TAIYUAN".....	12th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. Almond.....	MANILA VIA AMOY	FRIDAY, 2nd Nov., at 5 P.M.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 10th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th October, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
"DRAEMAR".....	20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th October, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RIENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidsip, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ, YOKOHAMA, TSINGTAU, CHEFOO AND TIENSI VIA SHANGHAI.

RHENANIA.....	Capt. v. Hoff.....	5th November.
HOHENSTAUFEN.....	"Jaeger.....	2nd December.
SILESIA.....	"Biele.....	2nd January.
SCANDIA.....	"Doehren.....	1st February.
HAMBURG.....	"Foller.....	4th March.
RHENANIA.....	"v. Hoff.....	3rd April.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HAMBURG.....	Capt. Foller.....	2nd November.
RHENANIA.....	"v. Hoff.....	14th December.
HOHENSTAUFEN.....	"Jaeger.....	11th January.
SILESIA.....	"Biele.....	8th February.
SCANDIA.....	"Doehren.....	22nd March.
HAMBURG.....	"Foller.....	5th April.
RHENANIA.....	"v. Hoff.....	17th May.
HOHENSTAUFEN.....	"Jaeger.....	14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ & YOKOHAMA..... 5th November.
FOR SHANGHAI, KOBÉ & YOKOHAMA..... 13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE and HAMBURG.....	HAMBURG.....	2nd Nov.
FOR ANTWERP and HAMBURG.....	LEU PONT.....	8th Nov.
FOR HAVRE, BREMEN and HAMBURG.....	BRIGAVIA.....	16th Nov.
FOR HAVRE and HAMBURG.....	SEGAVIA.....	20th Nov.
FOR HAVRE and HAMBURG.....	SITHONIA.....	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....	RHENANIA.....	14th Dec.
FOR HAVRE and HAMBURG.....	C. FERD. LAEISZ.....	22nd Dec.
FOR HAVRE and HAMBURG.....	ANDALUSIA.....	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG.....	HOHENSTAUFEN.....	11th Jan.
FOR HAVRE and HAMBURG.....	ALESIA.....	25th Jan.

Hongkong, 1st November, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE" will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"FLINTSHIRE" on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 16th October, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH"

will be despatched for the above Ports, on or about the 21st November, 1906.
For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 24th October, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 30th October, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons, Captain W. E. C. S. Filmer, will be despatched as above, middle of December.
Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.
For further information, apply to

K. MATSUDA,
Manager,
York Building,
Hongkong, 4th October, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast.)

THE Steamship

"VEDDO,"

Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 3rd October, 1906.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor Owners will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour—

ESKANONI, British ship, Captain McBurnie—
Dodwell & Co., Ltd.

Hongkong, 10th January 1907.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other chemicals.

PRICE 50s. per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.,
Hongkong, 10th January 1907.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—broken-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless) its symptoms are much the same, the more prominent being sleeplessness, sense of prostration or weakness, depression of spirits and loss of energy for all the ordinary affairs of life. Now, what is absolutely essential in all such cases is a new and vigorous tonic.

VITAL STRENGTH & ENERGY to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of the celebrated life-restoring tonic.

THERAPION No. 3 than any other known combination. So surely as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH, and a new existence imparted in place of what had so lately seemed worn-out, "laid up," and valueless. This wonderful restorative is purely vegetable and innocuous. It is agreeable to the taste—suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing restorative.

THERAPION is sold by Chemists throughout the world. Principal Chemists: 29 and 40, Broad Street, London, W. (British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without it, it is a forgery.)

Sold by all Chemists.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1906.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted, after the Goods have left the Godowns, and all Goods undelivered after the 6th November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th November, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th November, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st October, 1906.

S.S. "TONKIN."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Dordogne* and *Matapan*, from Havre ex S.S. *Dordogne*, and from Bordeaux ex S.S. *Verbeke* and *Ville de Dunkerque*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 5th November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th November, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 5th November, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 29th October, 1906.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 30th instant, at 9.30 A.M.

All Claims must reach us before the 5th November, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 27th October, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 1st November, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left by me in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 26th October, 1906.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

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Hongkong.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper

CHINESE RIOT IN CALCUTTA.

Some 200 Chinamen rioted in Calcutta on the 7th October, over a dispute concerning church funds, in Blackbarn's lane, with deadly weapons. The assailants numbered some 150 and the others only 30 or 40. A fierce battle ensued in which many were wounded. The contents of the room, tables and chairs, were smashed in the fight, and 12 men were laid out with such serious injuries that they had to be removed to the Medical College Hospital. A body of 20 or 30 constables were marshalled and despatched with all speed to the Chinese Club. They found the premises open and entered the Club-room to find the fight in progress. On the appearance of the police there was a general rush to escape. Some got clear along the verandahs and others disappeared through the doors of the Club. No attempt was made to resist the police, who quickly placed 10 of the ringleaders under arrest and marched them off to the station. The remainder of the police gave their attention to the injured men. They were suffering from knife-cuts and blows from hammers or iron bars and 12 of them were removed to the hospital. At 10 o'clock the Secretary had to be taken to hospital. At 10 o'clock the Chinese carpenters there. After medical attention eleven of the injured were discharged.

PORTLAND CEMENT.

EFFECT OF THE EARTHQUAKE.

Rather to the surprise of the four-and-twenty directors and managing director who occupied the platform at the annual meeting last month of the Associated Portland Cement Manufacturers, the report—providing more cheerful reading than the past, but revealing that the business is handicapped with excessive capital—was passed without a word of comment from the large body of shareholders, who filled three-parts of the great hall at Winchester House.

The chairman, Mr. F. A. White, had by no means a satisfactory position to face. At the very outset, indeed, he made the statement that the whole of the sayings in manufacture and management had been neutralised by the continued decline during the greater part of the year in the selling price of Portland cement. The fall during the past six years, he said, had amounted to some shillings per ton. If the price had remained the same as it was six years ago they would have made a profit of half a million more, less of course, any extra cost of materials.

With regard to the savings effected, in management expenses, the chairman mentioned that they had reduced by £2,300 the managing director's remuneration, and the directors' and trustees' fees, and that they had already saved more than £20,000 by the termination of staff agreements, and would be saving in the course of this year a further £1,000, thus diminishing by a total annual sum of £3,300 what were the fixed charges by agreement in the earlier years of the company's existence.

SAN FRANCISCO.

Dealing with the future, the chairman referred to the earthquake in San Francisco, from which, despite unofficial anticipation to the contrary, they had not derived any considerable increase in trade during the past financial year. From the photographs of the stricken city it seemed that scarcely any buildings had been saved except those that were built entirely of cement and steel, and there could be no doubt that in the erection of the new city ferro-concrete would be exclusively used, and that the lesson taught by its use would spread to all parts of the world. Some time ago the United States and many continental countries recognised the advantages of using cement more freely, and it was interesting to find that in this country their example is gradually being followed in the erection of ferro-concrete buildings.

Against any benefit to be derived from the rebuilding of San Francisco, the chairman, however, mentioned that their prospects of advantage from the Panama Canal had been completely overthrown, by the decision to employ in its construction only such cement as was manufactured in the United States.

Generally, however, the chairman said, in conclusion, he looked to improvement in the coming year, and not to further retrogression. With the revival in various branches of trade there was no reason why the price of cement should alone be lower than it had ever been; and as to their own position, their large capital expenditure (£1,200,000) had been the means of increasing the efficiency of their plant and machinery in a marked degree.

The vacancy caused by the permanent retirement of one of the directors, Mr. Harold Tingey, was not filled; but the late secretary of the company, Mr. Alfred Stevens, has received a seat on the board.

Shipping.

Arrivals.

Vandalia, Ger. s.s., 4,178, Frank, 31st Oct., from New York and Singapore, Gen. and Kerosine.—H. A. L.
Joshua Maru, Jap. s.s., 703, H. Ohta, 31st Oct.,—Tamsui via Amoy and Swatow 30th Oct., Gen.—O. S. K.
Tingyang, Br. s.s., 1,006, Reynolds, 31st Nov.,—Cheloo and Newchwang 26th Oct., Ballast, J. M. & Co.
Kwangtung, Br. s.s., 1,400, W. P. Baker, 1st Nov.,—Canton 31st Oct., Gen.—J. M. & Co.
Prosper, Nor. s.s., 925, K. Laussen, 1st Nov.,—Canton 31st Oct., Coal.—Asgaard, Thoresen & Co.
Flume, Ger. s.s., 838, R. Wegner, 1st Nov.,—Canton 31st Oct., Gen.—Order.
Kamukura Maru, Jap. s.s., 1,793, H. Fraser, 1st Nov.,—London and Singapore 26th Oct., Gen.—N. Y. K.
Kasji Maru, Jap. s.s., 1,041, K. Hashimoto, 1st Nov.,—Bangkok and Hoihow 26th Oct., Gen.—N. Y. K.
Sierra Morena, Br. s.s., 547, Hamah, 1st Nov.,—Java 23rd Oct., Sugar.—B. & S.
Kwangtung, Ch. s.s., 1,536, Wm. H. Lunt, 1st Nov.,—Shanghai 26th Oct., Gen.—C. M. & S. N. Co.
Kang, Nor. s.s., 900, Peterson, 31st Oct.,—Touma 26th Oct., Gen.—Asgaard, Thoresen & Co.

Kent, Br. 1st-class cruiser, 9,800, De Horsey, R.N., 1st Nov.,—from Miss Bay.
Mercedes, Br. s.s., 2,000, J. S. McGregory, 1st Nov.,—Weihaiwei 25th Oct., Govt. Stores, Admiralty.
Flora, Br. cruiser, 4,600, H. G. Dalton, 1st Nov.,—from Miss Bay.

Clearances at the Harbour Office.

Michael Jensen, for Canton.
Flume, for S. gon.
Yusaku Maru, for Manila.
Tingyang, for Canton.
Kwangtung, for Nagasaki.
Kasji, for Hongkong.
Kwangtung, for Shanghai.
Kwangtung, for Canton.
Prosper, for Saigon.
Palman, for Swatow.
Prosper, for Haiphong.

Departures.

Palman, for Swatow.
Tsurugimaru, for Kuchinoetsu.
Tokuken Maru, for Kuchinoetsu.
Nishikubo, for Singapore.
Andrie Rickman, for Canton.
Kwangtung, for Shanghai.
Hanoi, for Haiphong.

Passengers arrived.

Per Joshua Maru, from Coast Ports—102 Chinese.
Per Kwangtung, from Shanghai—Mr. W. C. P. Cairn, and 79 Chinese.
Per Kamukura Maru, from London, &c. for Hongkong—Mr. and Mrs. H. Smith, Masters G. Smith (3), Mr. P. Grant, Mrs. C. Robertson, Miss K. Robertson, Master G. Robertson, and Mr. Stevens. For Kobe—Mr. C. Asano. For Yokohama—Mr. G. Ukita, Mr. C. Kadono, Mrs. R. Kadono, Master M. Kadono, Mrs. T. Nishimaki, Master Y. Nishimaki, Misses T. Nishimaki, H. Hoshino, Mr. A. Mitchell, Miss F. Hingle, Messrs. J. Richardson and John K. Alawda.

Shipping Reports.

Str. Mercedes from Weihaiwei—Fine clear weather to Santa, from there to port 10887 weather and light airs. Coaled H.M. destroyers at Santa.

Str. Kwangtung from Shanghai—Light variable winds, anchored 12 hours Sleep Island through dense fog, which continued more or less till Chiling Point.

Str. Vandalia from New York, etc.—First day from Singapore NE. 5-6, last three days N.W. winds, moderate sea. Gap Rock Lloyd signal station wishes to report to Hongkong that their telegraph is out of order.

Vessels in Port.

Amara, Br. s.s., 1,566, C. J. Matlock, 28th Oct.,—Swatow 27th Oct., Ballast.—J. M. & Co.
Anghing, Ger. s.s., 1,100, Chr. Kumpel, 24th Oct.,—Bangkok 12th Oct., and Swatow 23rd, Rice.—B. & S.
Benmohr, Br. s.s., 1,935, J. Webster, 31st Oct.,—London 8th Sept., Gen.—G. L. & Co.
Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct.,—Sandakan 13th Oct., Timber.—M. & Co.
China, Am. s.s., 3,186, D. E. Friele, 25th Oct.,—Tahiti, France 28th Sept., and Manila 27th Oct., Mails and Gen.—P. M. S. Co.
Clara Jensen, Ger. s.s., 1,103, J. Iwenen, 21st Oct.,—Bangkok 15th Oct., Rice.—J. & Co.
Claverdon, Br. s.s., 2,085, Parker, 29th Oct.,—Cardiff 6th Sept., Coals.—Government.
Derwent, Br. s.s., 1,562, J. Jenkins, 27th Oct.,—Saigon 22nd Oct., Rice and Gen.—Man Fat & Co.
Drahar, Nor. s.s., 1,102, J. Bing, 29th Oct.,—Bangkok 21st Oct., Rice.—Aagaard, Thoresen & Co.
Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 21st Oct.,—Vancouver, (B.C.) 2nd Oct., and Shanghai 18th Oct., Mails and Gen.—C. P. R. Co.
Fukushu Maru, Jap. s.s., 1,473, T. Itow, 30th Oct.,—Kobe 20th Oct., Gen.—O. S. K.
Habsburg, Ger. s.s., 6,437, M. Filler, 31st Oct.,—Shanghai 28th Oct., Gen.—H. A. L.
Keong Wah, Ger. s.s., 1,115, Kohler, 28th Oct.,—Bangkok 20th Oct., Gen.—B. & S.
Kumgang, Br. s.s., 3,400, E. J. Buller, 28th Oct.,—Calcutta 12th Oct., Penang and Singapore 12th Oct., Gen.—J. M. & Co.
Laertes, Br. s.s., 1,340, J. B. Jackson, 23rd Oct.,—Saigon 18th Oct., Rice.—Chinese.
Longsang, Br. s.s., 1,092, A. G. Smith, 30th Oct.,—Manila 16th Oct., Gen.—J. M. & Co.
Mathilde, Ger. s.s., 830, N. Johnemann, 30th Oct.,—Haiphong and Hoihow 29th Oct., Gen.—J. M. & Co.
Mausang, Br. s.s., 1,644, R. Houghton, 20th Oct.,—Sandakan 14th Oct., Timber and Gen.—J. M. & Co.
Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept.,—Vancouver 20th Aug., and Shanghai 11th Sept., Flour, Lead and Gen.—C. P. R. Co.
Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.
N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.
Ortel, Br. s.s., 2,206, G. Maddrell, 11th Oct.,—Moj 5th Oct., Coal.—B. & Co.
Petrarch, Ger. s.s., 1,125, R. Hatje, 12th June, —Saigon 7th June, Gen.—S. W. & Co.
Phuyen, Fr. s.s., Ducloisset, 30th Oct.,—Bangkok 21st Oct., Gen.—B. & Co.
Progress, Ger. s.s., 685, H. Pahren, 21st Oct.,—Saigon 22nd Oct., Salt.—S. & Co.
Prometheus, Br. s.s., 3,583, Geo. Moir, 31st Oct.,—Singapore 21st Oct., Gen.—B. & S.
Quarta, Ger. s.s., 1,145, H. Madsen, 29th Oct.,—Swatow 28th Oct., Gen.—O. S. K.
Rub, Br. s.s., 1,611, R. W. Almond, 20th Oct.,—Manila 27th Oct., Gen.—S. T. & Co.
Saisogan, Am. s.s., 428, Vetterli, 7th Sept.,—Manila 4th Sept., Ballast.—Order.
Shosha Maru, Jap. s.s., 999, S. Nemoto, 30th Oct.,—Swatow 29th Oct., Gen.—O. S. K.
Soudan, Br. s.s., 4,207, S. de B. Lockyer, R.N.R., 29th Oct.,—Southampton and Singapore 31st Aug., Govt. Store.—Admiralty.
Taiwan, Br. s.s., 1,040, J. A. Martin, 15th Oct.,—Saigon 9th Oct., Gen.—Wing Sing.
Teinan, Br. s.s., 2,300, C. Lindbergh, 26th Oct.,—Sydney 5th Oct., and Manila 24th Oct., Gen.—B. & S.
Victor, Br. s.s., 989, J. A. Hallberg, 21st Oct.,—Poholoung and Sourabaya 8th Oct., Sugar.—Aagaard, Thoresen & Co.
Yawata Maru, Jap. s.s., 2,566, T. L. Harrison, 30th Oct.,—Nagasaki 26th Oct., Gen.—N. Y. K.
Yuna, Am. s.s., 460, H. Nelson, 16th Oct.,—Amoy 14th Oct., Ballast.—Veng Chung.

SAILING VESSELS.

Eclipse, Br. bk., 3,603, J. McBryde, 2nd Oct.,—Saigon 1st Oct., Ballast.—S. O. K.
Eksasol, Br. ship, 2,076, Wm. McBryde, 12th Oct.,—Manila 13th Sept., Ballast.—Order.
I. F. Chapman, Am. ship, 2,015, R. Banfield, 25th Aug.,—Manila 15th Aug., Ballast.—A. K. & Co.
Prince George, Nor. bk., 473, A. R. Anderson, 18th Oct.,—Manila 26th Sept., Old Iron.—Order.
S. P. Heacock, Am. ship, 2,060, S. L. Zerts, 1st Sept.,—Manila 20th Aug., Ballast.—A. K. & Co.

Steamers Expected.

Vessel	From	Agents	Due
Malta	Singapore	P. & O. Co.	Nov. 2
Eastern	Sydney	G. L. & Co.	Nov. 3
Den of Kelly	Singapore	D. & Co.	Nov. 3
Rhenania	Singapore	H. A. L.	Nov. 4
Arabia	Portland	P. & A. Co.	Nov. 5
Princess Alice	Japan	M. & Co.	Nov. 6
Bulwer	Colombo	M. & Co.	Nov. 7
Nippon Maru	Japan	T. K. K.	Nov. 7
Athenian	Vancouver	C. P. R. Co.	Nov. 15
Emp. of Japan	Vancouver	C. P. R. Co.	Nov. 18

DOCK RETURNS.

Vessel	From	Agents	Due
H.M.S. Taku	at Kowloon Dock		
Montana	"	"	"
Borneo	"	"	"
Monteagle	"	"	"
Sorsogon	"	"	"
Progress	"	"	"
Charles Hardouin	"	"	"
Chowtai	"	"	"
Sabre	"	"	"
Devayongse	"	"	"
Hygia	"	"	"
Tianan	"	"	"
S.M.S. Osterwisch	"	"	"
Chinkai Maru	"	"	"
Joshin Maru	"	"	"

SHANGHAI DOCK.

Vessel	From	Agents	Due
Ichang	International Dock		
Elia	International		

Ships Passed The Canal.

23rd September—Calcutta, Idomenus, Achilles, Swatow, 2nd October—Glenhurst, Armand Rele, Benmohr, Den of Kelly, Mennmohr, 6th October—C. Ferd Laus, Erskens, Franz Ferdinand, Polyphamus, Promethus, Tonkin, Hakata Maru, Kamakura Maru, 9th October—Formosa, Sachsen, Myrmidon, 12th October—Alcinous, Hyson, Java, Polyneus, Silasia (Ger.), Rhenania, 16th October—Barnard, Benarville, Diderot, Pichew, Saxon, 16th October—Bentley, Calcutta, Pichew, 20th October—Andalusia, Ernest Simons, Prinz Heinrich, Oceana, Sado Maru, Alhali, 19th October—Formosa, Glenroy, Promethus, 16th October—Glaucus, Nubla, Salasta, Montcomeryshire, Siberia, 30th October—Helen Rickmers, Telex, Oceana, Socotra, Prinz Regent Luitpold, Telex, Foxley, Namur.
Arrivals at Home—25th September—Ambria, Nordkap, 28th September—China, 1st October—Nubla, 2nd October—Wakata Maru, Prinz Elfrich, Alasia, Oratia, 6th October—Yamato, Calcutta, Pichew, 6th October—Achilles, Hakata Maru, 15th October—Sunda, 16th October—Glenhurst, Shuyikill, 23rd October—Mennmohr, Polyphamus, 26th October—Diderot, Indrapura, Sado Maru, 29th October—J. v. 30th October—Benarville, Telex, Silasia, (Ger.)

CHINA COAST METEOROLOGICAL REGISTER.

CHINA COAST METEOROLOGICAL REGISTER.									
October 31st, 1906, a.m.									
		Bar.	Th. Hu.	Wind	Wv.				
Vladivostok	7 a.m.	—	—	—	—	—	—	—	—
Nemuro	10	30.12	—	S	8	—	—	—	—
Hakodate	10	30.01	—	S	2	—	—	—	—
Tokio	10	30.14	—	NW	4	—	—	—	—
Kochi	10	29.95	—	W	2	—	—	—	—
Nagasaki	10	29.84	—	SE	2	—	—	—	—
Kagoshima	10	29.88	—	NE	2	—	—	—	—
Oshima	10	29.89	—	S	2	—	—	—	—
Naha	10	29.89	—	W	2	—	—	—	—
Shimonoseki	10	29.89	—	NE	2	—	—	—	—
Chefoo	6 a.m.	—	—	—	—	—	—	—	—
Weihaiwei	9 a.m.	—	—	—	—	—	—	—	—
Hankow	6 a.m.	—	—	—	—	—	—	—	—
Kiungshan	9	—	—	—	—	—	—	—	—
Shanghai	9 a.m.	30.02	67	89	WNW	1	om	—	—
Guttsai	10	29.99	66	95	NNW	3	om	—	—
Sharp Peak	10	29.96	75	90	—	0	—	—	—
Amoy	6 a.m.	29.98	74	86	NE	1	—	—	—
Swatow	10	29.86	74	90	E	1	oh	—	—
Tailooko	5 a.m.	29.93	—	—	—	0	—	—	—
Tsichu	10	29.94	—	—	—	0	—	—	—
Tainan	10	29.91	—	NW	2	—	—	—	—
Koshun	10	29.91	—	—	—	—	—	—	—
Pescadores	10	29.91	—	—	—	4	—	—	—
Canton	9 a.m.	29.97	80	87	NE	2	—	—	—
Hongkong	10 a.m.	29.95	79	83	E	2	—	—	—
Victoria Peak	10	—	—	—	—	—	—	—	—
Gap Rock	10	—	—	—	—	—	—	—	—
Macao	10	30.00	78	—	SE	1	—	—	—
Hoibow	9 a.m.	—	—	—	—	—	—	—	—
Pakhoi	10	—	—	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—	—	—
Tourane	10	—	—	—	—	—	—	—	—
C. St. James	10	—	—	—	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—	—	—	—
Manila	10 a.m.	29.84	79	84	NE	1	o	—	—
Legaspi	6 a.m.	—	—	—	—	—	—	—	—
Cold	9 a.m.	—	—	—	—	—	—	—	—
Uloilo	10	29.81	79	—	—	0	or	—	—
Cebu	10	29.86	81	—	—	9	pr	—	—
Lahuan	10	29.00	75	—	—	—	—	—	—

November 1st, 1906, a.m.

November 1st, 1906, a.m.									
Vladivostok	7 a.m.	—	—	—	—	—	—	—	—
Nemuro	7 a.m.	29.57	—	—	N	2	—	—	—
Hakodate	..	29.65	—	—	NW	2	—	—	—
Tokoro	..	29.63	—	—	SW	2	—	—	—
Kochi	..	29.80	—	—	NO	2	—	—	—
Kagasaki	..	29.91	—	—	N	2	—	—	—
Kagoshima	..	29.88	—	—	NW	2	—	—	—
Oshima	..	29.80	—	—	NW	4	—	—	—
Naha	..	29.80	—	—	E	2	—	—	—
Shigakijima	..	29.80	—	—	NE	4	—	—	—
Chefoo	6 a.m.	—	—	—	—	—	—	—	—
Weihaiwei	9 a.m.	30.00	52	—	W	1	—	—	OVE
Kinkian	6 a.m.	—	—	—	—	—	—	—	—
Shanghai	9 a.m.	29.97	62	94	ENE	1	—	—	—
Guttsalf	..	29.06	66	86	SE	3	—	—	CV
Sharp Peak	..	30.00	73	86	NNE	1	—	—	0
Angoy	6 a.m.	29.96	74	81	NE	3	—	—	—
Swatow	..	29.80	74	90	NE	1	—	—	0
Taihook	5 a.m.	29.95	—	—	E	6	—	—	—
Taichu	..	29.87	—	—	0	0	—	—	—
Tainan	..	29.87	—	—	—	—	—	—	—
Kochan	..	29.87	—	—	NE	2	—	—	—
Pescadore	..	29.86	—	—	NE	6	—	—	—
Canton	9 a.m.	29.98	77	91	NE	2	—	—	—
Hongkong	10 a.m.	29.97	77	81	E	3	—	—	—
Victoria Peak	..	—	—	—	—	—	—	—	—
Gar Rock	..	—	—	—	—	—	—	—	—
Macao	..	30.01	78	—	SE	1	—	—	c
Hoihow	9 a.m.	—	—	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—	—	—
Pakhoi	..	—	—	—	—	—	—	—	—
Tourane	..	—	—	—	—	—	—	—	—
C. S. James	10 a.m.	—	—	—	—	—	—	—	4 a.m.
Sparr	6 a.m.	—	—	—	—	—	—	—	—
Manila	10 a.m.	29.84	70	02	NNE	0	—	—	—
Legaspi	6 a.m.	—	—	—	—	—	—	—	—
Bascol	9 a.m.	—	—	—	SW	2	—	—	0
Iloilo	..	29.78	81	—	SW	2	—	—	0
Cebu	..	29.80	79	—	—	—	—	—	—
Labuan	..	—	—	—	—	—	—	—	—

Oct. 31st	Oct. 31st
Barometer	29.86
Temperature	79 77
Humidity	85 80
Rainfall	4.11

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA"

Captain C. D. Goldsmith, carrying His
Majesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 3rd Novem-
ber, at Noon, taking Passengers and Cargo for
the above Ports, in connection with the Com-
pany's S.S. *Britannia*, 6,525 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Egypt*
due in London on the 15th December, 1906.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 20th October, 1906.

14

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIAN."

Captain Lemonnier, will be despatched for MAR-
SEILLES on TUESDAY, the 13th November,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line S.S. *Sydney*, bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOKIN* 27th November.

S.S. *ERNEST SHYMS* 11th December.

S.S. *POLYNESIE* 11th December.

S.S. *CALÉDONIEN* 8th January.

S.S. *SALAZIE* 22nd January.

G. DE CHAMPEAUX,
Agent.

Hongkong, 31st October, 1906.

11

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.

\$22.50

WHISKY, FINE MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 250.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1901.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT OCCUPATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$124,735 \$150,000	\$1,712,472	\$1.15 @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	\$820 sellers London 295
National Bank of China, Limited	10,025	£7	£6		\$74,099	\$2 (London 3/6) for 1903		147 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$300 sales
North China Insurance Company, Limited	11,000	£15	£5	\$100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$31,137 \$1,553,844 \$509,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$229,488 \$2,616 \$1,220,928	\$2,792,271	Interim div. of 130 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60		\$508,334	\$12 and 53 special dividend for 1904	8 1/2 %	\$172 1/2 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20		\$344,098	\$6 for 1904	6 1/2 %	\$95
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$422,618	\$25 for 1904	7 1/2 %	\$332 1/2 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$6,000 \$264,638 \$93,562 \$250,000 \$600,000 \$144,386 \$120,000 \$280,958 \$3,999 \$10,000 \$2,400 \$4,000 \$4,144 \$65,000 \$32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	\$6,563 Nil.	\$14 for 1905 \$24 for year ended 30.6.1906	6 1/2 % 6 1/2 %	\$23 \$40
Douglas Steamship Company, Limited	20,000	\$50	\$50					
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15		\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$27 buyers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10		£2,452	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$73 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50		Tls. 23,156	Interim div. of Tls. 2 1/2 @ ex 2/10 15/16	9 %	Tls. 56 buyers
Do. (Preference)	100,000				Tls. 207,815	1/- (Coupon No. 6) for 1905	6 1/2 %	Tls. 503 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1				4 %	\$20 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5		\$218	\$1.50 for year ending 30.6.1906	6 1/2 %	\$29
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50		Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 buyers
REFINING.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$22 for 1905	7 1/2 %	\$145
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$5 for 1907		\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.04		Tls. 83 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$80,000 \$26,011	\$13,355	11/- (No. 6) interim div. for 12 months ending 28.2.06	7 1/2 %	Tls. 94 sellers
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14
East Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	\$8,745	No. 12 of 1/- = 48 cents		\$10
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	78,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	4 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$550,000 \$65,160 \$20,000	\$20,040	\$2 1/2 for 1st half-year 1906	6 1/2 %	\$90
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$152 sellers
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	\$88,000	\$2,221	\$1 for 1905	6 1/2 %	\$161
Shanghai Dock and Engineering Co., Ltd.	10,000	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 %	Tls. 101
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 57,065 Tls. 30,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 232 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100		Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	10 1/2 %	Tls. 102
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$30,000	\$4,418	\$3 for year ended 30.6.1906	10 1/2 %	\$28 1/2 sales
Central Stores, Limited	24,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	123	\$15	\$15			7 % on \$71 for 1905		\$154 buyers
Do. (Founders')						None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,075 \$19,075	\$10,057	\$5 for first half-year for 1906	9 %	\$112 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$108 sellers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	16 1/2 %	Tls. 151 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$114 buy
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 97 buyers
Do. (new issue)	26,000	Tls. 50	Tls. 50	Tls. 170,000			8 %	Tls. 55
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Interim div. of \$2 account 1906		\$10
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$110,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 1/2 a/c 1898		Tls. 70 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,980	Tls. 25 for 1905	7 1/2 %	Tls. 225 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 %	\$100 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$814	\$856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$2
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904		\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 61 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	8 1/2 %	\$91
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10	\$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 %	\$19 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$185,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 %	\$25 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	\$1.00 for 10 months ending 28.2.06	8 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215 buyers
Hongkong Ice Company, Limited	5,000	125	125	\$80,000	\$3,770	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236 sales
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$74 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$88	Final of 5 cents making \$1 for the year	13 1/2 %	\$74 buyers
Maatschappij tot Mijn. Bosch en Landbouw planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 232 1/2 buyer
Philippine Company, Limited	7,500	\$10	\$10	none	P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 37,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 132 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 30 sales
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906		Tls. 350 sellers
South China Morning Post, Limited	7,000	£20	£15	none	\$41,934	Interim div. of 5/- for 1-year 1906		Tls. 250 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$14,134	None	8 1/2 %	\$22 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 1,012	50 cents for year ended 31.5.05	7 1/2 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	\$25,000	\$752	70 cents for year ended 31.5.1906	8 1/2 %	\$8
Do. (Founders')	100	\$10	\$10			\$9.90	6 1/2 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$7,734	Final of 30 cents making \$1 for 1905	7 1/2 %	\$12 1/2
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8
DIVIDENDS PAYABLE :-								
Chinese Engineering and Mining Co.	1/-							November 2nd